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THE SERIOUS CRISIS WHICH CONFRONTS MISSOURI RAILROADS

FACTS OF VITAL INTEREST TO EVERY FARMER, BUSINESS MAN AND CITIZEN OF THE STATE

The present series of articles is perhaps the first instance in which the railroads of a great state have gone direct to the farmer, the business man and the citizen generally to discuss with them in a frank and candid manner this great problem which, in its varied phases, so vitally affects the welfare of every man, woman and child in the land. The average American voter wants to be fair about any public question and he is, once he fully understands the surrounding premises—and thus, had the railroads of Missouri and other states taken their troubles directly to the people some years ago, the chances are we would not be confronted with the stagnation which has gripped the business world for some time past and which, unless remedied in the near future, threatens utter industrial paralysis throughout the country.

Every railroad official in the Nation today is doing everything in his power not only to obey the mandates of the Interstate Commerce Commission and the different Public Service Commissions, but also to aid and facilitate their work in every possible way. As evidence of this statement, we cite the following facts with reference to the situation in Missouri: In 1907 the Legislature of this State enacted a 2-cent passenger fare and also greatly reduced freight rates upon a number of important items. The railroads appealed and won their case in the trial court. Thereupon the state appealed to the Supreme Court of the U. S. and that high tribunal reversed the case without prejudice to the railroads on the ground that the valuation of the properties had not been properly established. It did not say by its decision as it is commonly supposed by many people, that a two-cent passenger fare is adequate in Missouri, or that present freight rates in this state are fairly remunerative.

Had the railroads of Missouri cared to do so, they could have filed new suits the day after the Supreme Court made its decision. Instead, however, they chose to make the best of the situation. They met with the Public Service Commission at Jefferson City and agreed to give the reduced rates a thorough trial—and today, instead of going to the courts for relief, they are laying their troubles before the people and the Commission with full confidence in their sense of fairness and in the belief that they will be willing to grant such an advance in rates as will enable the railroads to continue to give good service and to play their great part in the further development of the state.

Present Situation in a Nut Shell
Briefly speaking, the present series of articles has sought to establish the following facts:

First, that the closing of the European money markets, added to their already heavy burdens, has suddenly brought American railroads face to face with the gravest crisis in their history—and hence the recent appeal of President Wilson.

Second, that contrary to pub-

lic opinion, American railroads are owned by nearly two million investors, large and small, rather than by a few rich men in Wall Street or elsewhere.

Third, that hundreds of millions of dollars of the assets of our old line life and fire insurance companies, savings banks, benevolent associations, etc., are invested in railroad securities and that when you destroy the value of these securities you affect the welfare of millions of holders of life insurance policies and bank depositors.

Fourth, that the railroads are the largest employers of labor, buyers of steel, fuel, lumber and other supplies and the largest taxpayers in the Nation, and that for this reason they constitute the very cornerstone of the Country's prosperity.

Fifth, that while the products of the farmer, the manufacturer the laboring man and all kinds of materials have advanced in cost by leaps and bounds during the last 20 years, the railroads stand out as the one gigantic industry in the Nation which has not only not been permitted to increase its rates, but compelled to continually reduce them.

The Situation in Missouri

Looking at the matter from purely a Missouri standpoint, the time has come when the people between giving the railroads some substantial increase in freight and passenger rates or sending a lot more of them into the hands of receivers. There isn't a single road in Missouri which isn't losing money by carrying passengers at two cents

per mile and the same is true of freight rates, which in many instances are 40 per cent lower than those of adjoining states or numerous interstate rates which have received the approval of the inter-State Commerce Commission.

In the meantime, the recent statements in the metropolitan press to the effect that the railroads are asking for general advances of from 50 per cent to 225 per cent are of course untrue and misleading. In the near future the public will be informed of the exact request which the railroads will make.

As a general public is inclined to view an increase of railroad rates with exaggerated alarm. An increase of 10 per cent for instance, over rates in effect now on distance of between 500 and 1,000 miles would amount to between 8 mills and one cent on the average suit of clothes, 3 to 4 mills on a pair of shoes, less than one mill per pound on meats, less than two mills per dozen on eggs, 12 1-2 cents on a two-horse plow and 93 1-2 cents on a farm wagon—and for hauls of less than from 500 to 1,000 miles the increase would be proportionately less. Is there, therefore, anything about this problem which should alarm or inspire the antagonism of the average citizen?

For every postage stamp a Missouri railroad uses it must haul a ton of coal five miles, and many similar examples could be shown. To give them adequate rates for the services they render means they can go ahead

with a comprehensive program of state-wide improvement, that they will be able to put millions of dollars into betterments and new existence, put many additional men at work in every railroad shop in the state, increase section gangs, improve their road beds, install block signals, buy new engines and cars and otherwise inaugurate an era of progress which will enable us to make the most of our agriculture, manufacturers, mines, lumber and other interests.

As matters stand, numerous railroads in Missouri are paying out more money in the state than they collect on Missouri freight and passenger traffic. A notable example of this is the Missouri Pacific which, during the last fiscal year, paid into the state \$1,128,126 in excess of its total receipts on Missouri traffic and which, but for its inter-state business, would have been forced into the hands of a receiver long ago. When the people of a great state are actually receiving hundreds of thousands of dollars more from numerous railroads than they pay to them for service, should they not be willing to meet them half way in a fair and equitable rate adjustment? Or, taking the state as a whole if the railroads are now returning practically every dollar they receive for service to the public in one way or another, should not the people be willing to give them a dollar and ten cents where they now receive a dollar, if the additional ten cents will save them from disaster

and prove a powerful added stimulus for every industry in the state?

The charge that the railroads are merely pleading for relief against the abnormal conditions produced by the European war is not true. While the foreign crisis has greatly intensified their difficulties, the fact remains that the present rates have been unremunerative for a number of years and a readjustment would have had to come anyway.

Missouri Should Stand for Progress

Before the wonderful resources of Missouri can be fully developed we must not only bring our present railroads up to a high point of efficiency but we must also build many new lines and extensions into these sections of the state where farmers and local commerce and industry are still inadequately provided with transportation facilities. The chief reason why the farm lands of Iowa and Illinois are valued so much higher than lands of fully as good quality in Missouri is because those states have about double the railroad mileage found in Missouri at the present time. But investors will not put their money into new Missouri lines if we continue to advertise to the outer world that capital cannot get a square deal within our midst. In an address delivered before the Commercial Club at Jefferson City several months ago, W. B. McKinley, the big traction builder of Illinois, said this as his reason for not having built inter-urban lines in Mis-

souri up to this time—and until we prove to the investing public that this is not the true attitude of Missouri people we will continue to suffer the penalty.

In many respects the American railroad problem presents queer and paradoxical phases. Whatever abuses may have characterized their management in some instances in the past and the frequent charge that they are highly "watered," the fact remains, as was shown in a previous article, that they not only furnish the cheapest service in the world, but that they are capitalized for many thousands of dollars less per mile than the state owned railroads of Europe—and yet despite this fact, the country is full of reformers who are vociferously demanding government ownership.

The Government and the several states already make the rates and are now about to take the last vestige of financial authority away from the railroads by supervising the issuance of their securities. If the Government owned the railroads, could it exercise authority further reaching? Would the assumption of a government of a government debt amounting to billions of dollars secure greater rights or protection for the people? Is it not barely possible that these crusaders who are continually groping about for a new issue are about to precipitate a state of affairs which will make the gigantic American railroad industry the tool of the reigning political faction at the National Capital—placing in its hands a tremendous instrument through which it can reward or punish any section of the country as the expediency of politics may dictate?

A Vital Force For Progress

All thinking men admit that the railroads are the very foundation upon which rests the enterprise and industry of the Nation. Pushing their way across the trackless wilderness years ago they made it possible for the homesteader to follow in their wake and send the products of his farm to the hungry markets of the World. So, too, they preceded the miner and the lumberman and carried their cargoes back to civilization. Every where they have been the true pioneers—the giant pathfinders, the advance guards of progress. And, yet, notwithstanding these truths, for the last 25 years they have been the favorite subject of attack for countless political opportunists whose abuse of them has paved an easy road to public office.

No other industry except the railroads could have withstood the onslaught. However, the very rocks finally give away before the continual assault of the elements, and so the time has come when the railroads of Missouri place their fate completely in the hands of the people—confident in the belief that they will see that justice is done to this great industry which holds within it the future welfare of the commonwealth. To this end, we appeal to every citizen in the state who believes in the justice of our plea to make his views known to the different public authorities whose duty it is to deal with this great question. —(Paid Adv.)

IVE "SYRUP OF FIGS" TO CONSTIPATED CHILD

Delicious "Fruit Laxative" can't harm tender little stomach, liver and bowels.

Look at the tongue, mother! If coated, your little one's stomach, liver and bowels need cleansing at once. When peevish, cross, listless, doesn't sleep, eat or act naturally, or is feverish, stomach sour, breath bad; has sore throat, diarrhea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, undigested food and sour bile gently moves out of its little bowels without griping, and you have a well, playful child again. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which contains full directions for babies, children of all ages and for grown-ups.

Official Vote GENERAL ELECTION, CHARITON CO., NOV. 3, 1914

OFFICES AND CANDIDATES		Boe Branch	Chatham	Cockrell	Keytesville No. 1	Keytesville No. 2	Missouri	Salisbury No. 1	Salisbury No. 2	Wayland	Bowling Green	Brunswick No. 1	Brunswick No. 2	Cunningham	Monroe	Muskegon No. 1	Muskegon No. 2	Salt Creek	Fidelity No. 1	Fidelity No. 2	Yellow Creek	Totals	Plurality		
For U. S. Senator																									
W. J. Stone, D.	121	47	81	246	141	59	216	328	130	71	393	33	80	103	107	77	61	69	117	22	142	2651	1932		
T. J. Akins, R.	28	60	26	26	13	11	43	50	11	64	131	20	12	53	39	11	12	42	23	4	40	719			
Arthur N. Sager, Prog.	12	6	3	6	2		13	3		3	14	22	2	11	11	2	5	1	11		8	135			
Thos. E. Greene, Soc.	7		2				1			1	1	4		2	2	3	2				21				
O. J. Hill, Prohib.	1		1	1			1											3			1	23			
J. W. Mollineux, Soc. Lab.	1		1																			3			
For State Supt. of Schools																									
H. A. Gass, D.	120	47	81	248	144	62	213	328	130	73	391	32	87	105	108	82	61	68	118	22	141	2687	1939		
W. P. Evans, R.	29	60	28	26	12	11	48	50	12	63	125	20	13	53	44	10	12	42	26	4	40	728			
Harry C. Myers, Prog.	10	6	3	6	1		12	3		3	14	25	2	12	9	1	4	1	11		7	130			
Wm. L. Garver, Soc.	7		2				1	2														21			
Joseph Spalti, Soc. Lab.	1		1																			1	27		
John W. Harris, Prohib.	11		1	1			1	1	1	1	4			1								21			
For Judge Supreme Court																									
Jas. T. Blair, D.	120	47	83	245	143	62	216	328	130	73	391	32	88	104	113	82	61	69	118	22	143	2677	1959		
R. S. Robertson, R.	28	60	26	29	13	11	48	50	11	64	128	20	13	54	38	8	12	42	24	4	40	718			
Tyrell Williams, Prog.	10	6	3	6	1		12	3		3	13	26	2	11	10	1	4		1		8	131			
Kenneth B. Martin, Soc.	7		2				1	2														21			
Sydney Johnson, Soc. Lab.	1		1																			3			
Geo. Bowling, Prohib.	1		1	1			1	1	1	1	4			1							1	17			
For Congressman																									
W. W. Rucker, D.	132	48	89	253	146	62	218	332	134	84	429	36	96	124	122	80	63	75	122	22	143	2814			
Wm. Isaacs, Soc.	9		3				1	2														25			
For State Senator																									
John S. Wallace, D.	132	47	85	255	145	63	220	333	133	85	467	39	91	115	122	85	62	72	125	22	147	2848			
A. S. Martin, Soc.	7		3				1	2														28			
For Representative																									
R. T. Morehead, D.	132	55	86	249	144	61	220	334	131	79	408	36	90	114	121	81	60	70	120	21	144	2759	2620		
Jno. Lewis, P.	11	6	4	9	1		10	3		3	14	19	4	12	9	2	4	1	1	11	15	139			
For Presiding Judge																									
W. N. Hamilton, D.	138	63	89	257	145	63	222	335	134	87	433	36	91	112	123	87	62	71	125	22	146	2842			
For Judge Eastern District																									
J. W. Hughes, D.	134	57	89	255	144	61	220	339	133													1434			
For Judge Western District																									
W. D. Herring, D.											69	433	31	85	106	100	84	60	58	117	22	125	1290	868	
E. Grotjan, R.											65	78	19	11	50	52	9	11	53	25	3	46	422		
John Myers, Jr., Prog.											12	37	3	11	11	2	4		11			8	99		
For Judge Probate Court																									
J. E. Montgomery, D.	135	57	86	251	144	62	217	341	131	81	413	37	87	112	133	86	62	72	126	22	143	2801	2654		
W. H. Bradley, P.	9	6	2	7	1		11	3		3	15	31	4	12	10	2	4	1	2	10	14	147			
For Circuit Clerk																									
Walter Wright, D.	131	58	89	252	143	63	220	340	136	80	419	38	90	111	127	86	62	72	127	22	144	2813	2681		
A. T. Haberly, P.	11	6	3	4			10	3		3	10	27	2	12	10	2	4		2	10	13	132			
For County Clerk																									
Warner W. White, D.	136	60	90	256	144	63	221	340	132	86	431	37	95	113	127	86	66	73	127	22	146	2853			
For Recorder of Deeds																									
R. L. Hunt, D.	140	62	88	256	143	62	221	340	134	85	440	38	94	114	129	86	64	74	127	23	150	2873			
For Prosecuting Attorney																									
Roy McKittrick, D.	125	58	84	219	137	63	212	334	124	70	250	31	83	70	109	77	53	62	112	22	117	2415	1810		
L. E. Merrill, R.	12	6	10	33	8		12	9	6	27	252	14	13	74	23	6	14	13	27		46	605			
For Sheriff																									
R. E. Hurt	138	58	88	252	145	62	221	338	132	80	427	38	94	114	132	87	62	70	125	22	149	2835			
Amendment No. 1	YES	15	42	27	133	56	45	42	66	9	81	138	1	52	31	71	20	17	28	37	1	115	1027		
"	NO	135	64	72	131	68	28	212	284	129	54	267	52	61	114	74	62	48	74	100	18	68	2115	1088	
Amendment No. 2	YES	13	5	18	36	15	2	25	50	6	17	105	2	16	17										
"	NO	129	103	71	196	88	70	218	286	130	94	267	49	78	110	102	73	51	88	91	15	113	2422	1973	
Amendment No. 3	YES	12	3	11	32	15	3	32	55	7	19	103	4	17	24	41	10	9	26	1	15	438			
"	NO	105	104	80	216	98	69	237	295	133	108	307	50	85	119	100	71	53	93	111	16	157	2607	2169	
Amendment No. 4	YES	14	3	5	24	11	3	23	50	8	14	90	1	9	16	13	3	6	2	19	18	332			
"	NO	132	100	93	221	101	69	227	290	125	113	306	50	91	119	118	73	52	95	104	17	145	2641	2309	
Amendment No. 5	YES	14	4	9	28	11	3	34	43	9	20	103	2	19	21	17	3	5	6	33	33	417			
"	NO	124	103	78	198	93	68	211	280	129	95	266	49	79	112	101	74	52	90	97	16	120	2395	1978	
Amendment No. 6	YES	17	3	16	33	14	1	22	45	7	26	94	4	15	17	32	7	11	10	31	1	22	428		
"	NO	136	102	68	212	97	71	221	290	128	102	311	50	85	116	103	70	50	93	106	16	149	2576	2148	
Amendment No. 7	YES	40	21	29	73	33	2	52	84	32	35	185	4	54	31	33	23	21	24	44	4	59	833		
"	NO	109	87	65	178	81	71	204	254	106	90	221	48	47	110	103	63	40	81	89	13	109	2166	1283	
Amendment No. 8	YES	12	7	13	29	17	1	34	52	9	9	107	2	23	28	15	3	6	15	37		36	465		
"	NO	122	97	71	205	90	72	198	224	124	95	255	49	69	100	96	69	48	83	85	16	116	2330	1865	
Amendment No. 9	YES	25	13	11	30	20	1	36	51	19	25	115	7	68	20	26	14	10	24	20	2	27	562		
"	NO	122	95	90	217	96	72	219	319	121	109	309	46	43	131	114	68	52	82	118	17	148	2588	2026	
Amendment No. 10	YES	42	6	45	90	46	1	68	112	50	52	227	14	57	59	53	38	17	31	51	4	95	1160		
"	NO	107	96	59	156	71	72	177	219	88	77	213	38	44	82	90	41	45	67	85	14	79	1920	760	
Amendment No. 11	YES	12	4	14	20	6	3	38	45	11	16	96	2	21	22	12	7	6	9	20	3	18	385		
"	NO	123	99	73	206	98	70	203	278	126	102	270	47	73	101	111	72	50	93	108	15	130	2448	2063	
Amendment No. 12	YES	9	5	10	25	10	1	2	37	7	16	102	2	22	25	8	3	9	9	18	2	18	366		
"	NO	129	103	81	203	91	72	207	288	132	106	269	49	71	107	117	71	49	91	115	15	134	2500	2134	
Amendment No. 13	YES	49	17	47	100	52	4	86	105	66	41	203	13	36	61	45	36	13	19	77	1	89	1160		
"	NO	111	93	60	161																				